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Good Government Problems.

LIVE QUESTIONS.

A Series of Articles Contributed by Advanced Thinkers.

IMPARTIAL FRANCHISE—GOLDEN RULE OF POLITICAL EQUALITY.

Little more than a century ago the individuality of man was second in every way to his relativity. There were vassals, serfs, slaves, soldiers and sailors, toilers on the land and toilers on the deep.

The masses of mankind were everything indeed but men. This century is witnessing a similar transformation of ideas concerning women. The world has always valued women relatively as daughters, sisters, wives, mothers. Now they have an individual as well as a related life. They are, in short, becoming recognized as human personalities, owning an allegiance to their own nature as well as to the claims of those about them.

I have been told by missionaries that often among a people so simple hearted as the Armenians the man is wont to say when the suggestion that the women folk should learn to read is made to him, "My wife is so much cleverer than I that if she should learn to read she would do it so much better that she would begin to think that I was not the master of the house, and every man must bear rule in his own home." I suppose the missionaries do not think it wise to break to this benighted brother the fact that it is by no means necessary that he should "bear rule," but the noblest and happiest homes in these days of democratic development are those in which the dual and equal headship of the husband and wife, father and mother, man and woman, are recognized as the only just and golden rule fashion of settling the question that has been mooted since the world began. What an institution it is—the golden rule! How little we have looked into it! How slow of heart we are to comprehend its universality, its practical utility, its necessary relation to the common joy!

It is in the nature of ignorance to magnify false distinctions. To the Indian his tribe is all, to the statesman his nation, to the philosopher the world, since the wider intelligence alone perceives that community of interest which a wider outlook alone reveals.

In like manner the ignorant man—or the unphilosophic—makes much of sex distinctions, overlooking the larger generalization of humanity which includes man and women equally, for it has been demonstrated that sex does not determine any single function of human life, except that it debars a woman from being a father and a man from attaining the vicarious sacrifice of motherhood. In the lower orders of mammali sex cuts absolutely no figure in the allotments of their toil under the law of man's self interest.

Probably some Yankee farmer will triumphantly point to the cow as an animal of the female sex whose work is differentiated from that of the male bovine in a manner analagous to that between man and woman in less enlightened days, but then he does not know that in great nations of Europe and the east no such distinction prevails. Our contention is and always will be that woman is, first of all, a daughter of God, whose powers of thought and action should be left free that she may know the truth, and that next she is a daughter of humanity, whose relation to the state should be equal to that of her brother, man.

The empress of Japan takes the leadership of the Red Cross and makes no distinction between Chinese and Japanese in her ministrations of mercy; today she is the central figure in her empire for Christian progress. The dowager empress of China is the same in that great realm today; she is a reader of the New Testament, and as much outraged by the recent massacres as we are. The same place is accepted by the queen regent of Spain, who will not attend a bull fight, and was by the empress regent of Germany in her merciful work for the flood sufferers during the 100 days when Frederick the Good was nominally, but the empress really, at the helm of state; so was the empress regent of Brazil, when, during the absence of Dom Pedro, she freed the slaves. Why will not good men, beaten as they are at every turn in their struggle to make government more humane, see that it is only by unshackling the merciful hand of woman can they secure power enough to carry to success their measures of beneficence in a country where the side always wins that has most votes?

The general dictum of our opponents is that every male enemy of the home may vote if he keeps out of jail; every wicked man who leads the sons and daughters of the home astray may vote, but no one home maker shall vote in all the land, because, forsooth, she does not fight. But surely she who bears soldiers need not bear arms, and when she votes the pugilistic encounters on a large scale that we call wars will cease.

In primitive days we had the matriarchate, which means the rule of the mothers, and now for a painfully lengthened period we have had the patriarchate, or the rule of the fathers, but we begin to see the dawn of the amphirchate, or the joint rule of a joint world by the joint forces of its mothers and its fathers. Happy are they who put their willing, sturdy shoulders to the wheel of this white chariot of the sun.

FRANCES E. WILLARD.

LET THE PEOPLE RULE—BACK TO THE ORIGINAL POSITION.

Growing out of our universal discontent will come a reconstruction of society. The one disturbing question of the hour is money. Some are securing too much, others not enough. Whenever a man's income is beyond what he earns, he is securing unjustly the earnings of others. No man has a right to do this. It is as unethical to secure the earnings of another without a fair return in trade as it is in piracy or pilfering. The law of justice is that a man earns about so much each year, and the true and noble man would prefer to get less than he earns rather than more.

How are we to remedy the evils financial that beset us? The finances of the nations have been in the hands of the statesmen from time immemorial. What is the result? National debts have constantly increased. If an individual gets deeper in debt every year, we say that he is a financial failure. The same is true of our national financiers. They are flat failures. This is established beyond question. Failure comes either because of incapacity or because of willful perversity.

The financiers of the nations, while getting their respective countries more deeply into debt, have themselves, with a few exceptions, become wealthy. This state of affairs raises our suspicions. They run their own business in their own interests; the business of the country in the interests of whom?

There is an adage that passes for the sound currency of wisdom in financial circles—viz, "A national debt is a national blessing." The only thing wrong about this is the last word; it should be changed into curse. It is not good as an abstract principle to owe any one, whether as an individual or as a nation, and the man who talks otherwise is talking either in his own self interest or is deceived. The men who urge the utility of the national debt do so because they wish to trade in national securities.

In the United States we have discussed the tariff question from a partisan standpoint, and it is no nearer being settled than it was fifty years ago. No question of finance is ever settled from a partisan and selfish position. We ought to take the tariff and money issues out of partisan politics and treat them just like we would the business questions of a firm. A Republican and a Democrat join in a business enterprise and they push it to a successful issue without any partisanism whatever. The business of the country should be run in the same way. Unscrupulous politicians, inflated with vanity and loving place and power, make use of the various financial theories as hobbies on which they ride into office; but the people, the sovereign people, should steadfastly demand that all these questions be dealt with purely as matters of business.

We should utilize the teachers of economy in our colleges and universities as committees of inquiries and have them lay their results before congress for its use. This could be followed by experimental and tentative legislation that would test the utility of any proposed law.

The people now do not make or unmake laws. We have surrendered our rights to the politicians, who dictate to us what is right, and then, with the party lash, whip us into the traces, and so many of us have become like "dumb driven cattle." Let there be a universal effort in the direction of scientific financial legislation; let all laws be made in the interest of the masses, not to benefit the classes, and we can again have prosperity.

J. W. CALDWELL.

A LESSON FROM PREACHER R. G. INGERSOLL'S SERMON.

It is a notable event that Colonel Ingersoll preached in the pulpit of the Militant church, Rev. John Rusk, pastor, on Sunday, the 12th of April.

The sermon was one of Colonel Ingersoll's mildest utterances, and outside of his occasional denial of the supernatural it could be delivered in any pulpit in the country. The lion and the lamb may still lie down together—with the lamb on the outside. Colonel Ingersoll stands for a certain protest against what must be conceded to be extreme views on some matters of religion, and in battling against one extreme he has certainly gone to another. But above creed and opinion there are certain conditions that confront us and that we can unite in solving. In this work there should be "neither Greek nor Jew, bond nor free." Among other very pregnant matters, Colonel Ingersoll, on the labor question and right to use the earth, said:

"The home is the unit of the nation. The more homes the broader the foundation of the nation and the more secure. Everything that is possible should be done to keep this from being a nation of tenants. The men who cultivate the earth should own it. Something has already been done in our country in that direction, and probably in every state there is a homestead exemption. This exemption has thus far done no harm to the creditor class. When we imprisoned people for debt, debts were as insecure, to say the least, as now. By the homestead laws a home of a certain value or of a certain extent is exempt from forced levy or sale, and these laws have done great good. Undoubtedly they have trebled the homes of the nation.

"I wish to go a step further. I want, if possible, to get the people out of the tenements, out of the gutters of degradation, to homes where there can be privacy, where these people can feel that they are in partnership with nature; that they have an interest in good government. With the means we now have for transportation there is no necessity for poor people being huddled in festering masses in the vile, filthy and loathsome parts of cities, where poverty breeds rags and the rags breed diseases. I would exempt a homestead of a reasonable value, say of the value of $2,000 or $3,000, not only from sale under execution, but from sale for taxes of every description. These homes should be absolutely exempt. They should belong to the family, so that every mother should feel that the roof above her head was hers, that her house was her castle, and that in its possession she could not be disturbed, even by the nation."

Men lived without gas. Men lived drawing their water from wells and springs before waterworks. Men lived without railways. Aye, men have lived, and could live again, without money. But no man ever lived, no man can live, without land.—Henry George.

THE BICYCLE AND SOCIETY

Will the Wheel Solve Social and Economic Problems?

The capabilities of the ubiquitous bicycle have never yet been measured or appreciated. The "new woman" came in on it—the "new man," too, for that matter—and a "new era" is being ushered in on the flying wheel faster than any one supposes. A revolution is going on across our very pathways. That which has been feared and hoped for, lived for and died for, that which seemed impossible, yet inevitable, is almost imperceptibly passing. It will be a new world five years hence, and the new motors will have created it.

Ten years ago it was prophesied that our perplexing economic and social problems, for which no peaceable solution seemed possible, could only be settled by the incoming of some new element, something out of the scientific world not at all known or suspected at the time. Probably not one but many discoveries will enter into the solution of our vexed problems, but none more effectually than those concerning locomotion.

There is nothing that so individualizes the units in society as the bicycle. The crowds that used to swarm over street cars and railroad trains have resolved themselves into independent characters capable of going anywhere at their own sweet will in the shortest possible duration of time. They are no longer at the mercy of grasping corporations, which charge five cents for the privilege of hanging onto a leather strap. They need not care whether a car line goes their way or no, whether the employees strike or not, and the haughty demeanor of transportation companies is collapsing already.

The bicycle is a great equalizer too. For all classes ride and all meet on a common footing—wheeling rather—and a sort of sympathetic interest pervades among them. Eminent divines, government officials, millionaire business men, clerks, typewriter girls, mechanics, seamstresses, can be seen spinning over the boulevards together. A judge is lifted to his feet by a bricklayer with hearty thanks, a society belle has the tires of her wheel pumped up by a market boy, and strangers converse confidentially over the merits of their wheels. The richest man in the city has no advantages over a ditch-digger when both are "awheel." There can be no monopoly of "lines" or "rolling stock." Once possessed of a "bike," by hook or by crook, and the servant is as good as the lord.

It is revolutionizing dress. Knickerbockers and short skirts are excusable now anywhere under the supposition that a wheel waits in anteroom or basement. Presently the convenient fiction of a wheel somewhere about will be accepted as an admittance guarantee to any assemblage. The convenience of short skirts and knee pants will so assert itself that riders will simply refuse to wear the conventional lengths, and with thousands of defiant wheelers stalking comfortably about, what can fashion do? Long draperies and regulation dress suits will be relegated to very exceptional occasions.

It is revolutionizing commerce and the trades. Every workingman and woman who can possibly save nickels, is slowly piling them up until enough are gathered together to buy a bicycle. As a consequence, little of anything else is bought. Clothiers hatters, furniture dealers, real estate agents, theatre, ice cream and soda stand proprietors, and all other men in seductive businesses who were once wont to attract the elusive nickel, now mourn its non-appearance. Every business is more or less affected; more men have been discharged from languishing manufacturies than can be taken on in the bicycle factories. Until we have had time to adjust ourselves to the new state of affairs there will be trouble and the ever suffering workingman must feel the worst of it. Only those dealers interested in the bicycle trade in some manner seem to be happy.

But by far the greatest change is to be an economic one in the principal factor of which the single wheel is but an embryotic conception. The pneumatic tire is an important item in this new field; compressed air, gasoline or like forces requiring light engines will do the rest. There will be horseless carriages with pneumatic tires running on any ordinarily decent road; then delivery carts and express wagons. And as ingenuity and invention make advancemen's there will be cars large enough to do the heavy freight work of the country. These can be owned by private individuals or co-operative companies, for ownership does not interfere with others' rights; they can be run over the common roads, and no "right of way" contention will be involved. There must be better wagon roads than the country has to-day. But such a necessity will be a blessing, for America is humiliatingly famous for its bad roads. There is plenty of willing labor, plenty of good material out of which roads are built. Surely a progressive people can contrive some way of applying these factors to their needs.

Railroads are cumbersome, unwieldy, and expensive expedients at best. Biding the time when everything that wants to go anywhere will float in the free, vast ocean of air above our heads, without roads of any kind, we will make use of the cheapest pathways we have. We will travel about on our own wheels or motocycles independent of rates and time tables. We will send away our goods in the same manner. It appears to me that the plan dreamed of by many economists whereby labor's productions may be equally exchanged between productive groups will become thoroughly possible. The monopoly of money may be simply ignored, for a bit of paper representing so much wealth created by labor will be all that is necessary as a medium of exchange. Where, then, will profit and interest, two of the most potent factors in exploiting labor, find place? They will die out simply from lack of use

In another way will the new motors influence conditions. The monopolization of land, of valuable sites, the crowding together of great masses in cities, will become things of the past. No one particular site will be so valuable when access is so easy and cheap to other desirable situations. People will spread out naturally when there is a quick and easy method of doing so. Rents will go down until they will be almost imperceptible. Almost every spot has some desirable quality, and man's talent and labor can make this truer than it is now, and the necessity of fighting over some coveted corner will be gone. The landlord will become simply "out of date." The usurer and profit maker will find their occupation gone. And without anybody's "instituting" anything or "establishing" a single theory or hobby of any kind the conditions for a just, happy, equitable state may normally and peacefully arrive.

LIZZIE M. HOLMES.

Chicago.

AN INDIGNANT FISH.

One Burgall Deprived of Its Prey by the Reckless Interference of Another.

While the burgall, known also as the cunner, is not altogether a bottom feeding fish, still it feeds mostly on the bottom, taking whatever it can find there, nipping the head off a clam when it gets a chance, and not neglecting the worms of many kinds which find a home there.

There were two burgalls in a tank at the aquarium. One day a nereis showed its head above the sand and gravel on the bottom of the tank alongside a little pebble. The nereis is a marine worm that lives at the bottom. This particular nereis might have been three inches in length by an eighth of an inch in diameter. One of the burgalls saw it as soon as it lifted its head above the bottom, and he began to make for it at once, but not precipitately. In fact, he did not seem to notice the nereis at all. He just loafed about in the water, and it just happened apparently that his general movement carried him in that direction.

The nereis was probably looking for food. Gradually it raised its head until it was half an inch above the sand. The burgall, which had started a foot or more away, was then within six inches of it. Then the other burgall saw the nereis, and this burgall made a rush for it. There was nothing for the first one to do now but to make a rush for it too. The two burgalls met head on with their noses right over the pebble alongside which the nereis had raised its head, but the nereis had disappeared.

The force of the collision threw the first burgall off his balance. For a moment he lay in the water at an angle of 45 degrees, but he righted himself quickly and instantly started for burgall No. 2, and chased him round and round the tank and finally up into a corner, where he held him for a minute, and then he swam solemnly away, indignant no doubt that the reckless interference of the other had cost him the prey he had so carefully planned to take.—New York Sun.

Last year 58 women voted for the school committee in Westfield, Mass. This year 89 women voted. Mrs. Bruce was elected on the committee.

Mrs. Julia Ward Howe preached on a recent Sunday for Rev. Charles G. Ames at the Church of the Disciples in Boston.

There is a time in every man's education when he arrives at the conviction that envy is ignorance.—Emerson.

OUR NEW YORK LETTER.

Amateur Histrionic Talent—The Latter Head and Crest Craze—Calve's Love For America.

[Special Correspondence.]

The difference between a thoroughly mediocre professional actor and a supposedly good amateur has perhaps never been better illustrated than at one of the roof gardens in this city. At this resort one night a week has been set apart for the exploitation of the suspected talent of would be sketch artists. Of course the entire evening is not devoted to them. That would involve too great a tax upon the good nature of the audiences. But several of these ambitious young folks are permitted to show what they can do, or, as it has so far turned out, what they cannot do. At the last seance the "amachoors" were preceded by several turns which are not considered of the gilt edge quality, and the audience was rather bored by them. But after they had been and heard the embryonic Kellys and Climes those same sketches at which they had scoffed but a few moments before seemed by comparison to be of the highest order of merit. The young women looked like ribbon counter girls at a social club entertainment, and the men were as a rule horribly dressed, and almost any one of them might easily be mistaken for a butcher's clerk off for a half holiday. And their singing was something weird. Pathetic songs brought laughter, and the comic ditties almost set the auditors' tears to flowing. Still, on the whole, it was decidedly amusing.

An Idiotic Fad.

The latest fad in this city, and probably the most idiotic that ever attacked any community, is the collection of letter heads and crests. If this were done at hotels by persons who had been guests, there would be some sense in the custom, for each scrap of paper saved would serve as a souvenir of a more or less pleasant stay at the hostelry. But it is practiced by people living in town who go to the various hotels and ask for a piece of writing paper. The clerk, assuming from the manner of the person that he or she is a guest, seldom hesitates to comply with the request, and in consequence several of the houses which use elaborately embossed crests on their stationery have been put to considerable expense by these faddists, who have now become a veritable nuisance. The scheme was discovered by a hotel clerk, who thus describes his experience:

"I couldn't understand, when this craze first began, why so many small boys and girls kept asking me for note paper. One day, after their demands had become a nuisance, I asked a girl who wanted note paper what she was going to do with it, and she told me all about this fad for collecting crests. We have stopped contributing to it now."

Open Cars For Broadway.

"There is but one city in the world, and its name is New York." That has been the favorite boast of Gothamites for many years. We have been fondly deluding ourselves, however, as everybody knows who has traveled to any extent. New York is, in many respects, one of the most provincial cities in the world. The people here will submit to petty outrages and extortions from the presumed public servants which would not be tolerated for a week in places less than one-tenth the size of New York. If a man of ability in the matter of transportation were asked to devise a system which should be more inconvenient and afford less convenience than the street car lines now offer, he would be doomed to almost certain failure. Until the winter just past the Broadway cars, which carry more passengers than any surface line in the world, were without heat in the winter and devoid of adequate means of ventilation in the summer. In the latter respect they are still woefully deficient, although a startling rumor has begun to permeate the city to the effect that open cars will shortly be put on. Think of it! Here is the biggest line in the biggest city in the United States preparing to get something which every little country town has had since it began to revel in the delights of street cars. The most thrilling portion of the report, however, is that smoking cars will also be tried. They have been in use in Brooklyn for several years and have given great satisfaction in more ways than one. Now, if the Broadway line can only persuade its haughty grimpen and tolerant conductors to treat their passengers as equals instead of inferiors another great stride in the direction of the emancipation of the timid capitalistic class will have been made.

Calve's Devotion to America.

Emma Calve, the $2,000 a night prima donna, is one foreign artist who has a sincere love for this country, as well she may, for it was here that she fully established the reputation as a singer which she might never have attained under less auspicious and generous circumstances. Her interviews in the French newspapers partake largely of the nature of press notices for the United States. In a recent talk with a "journalist," as they call reporters over there, the famous cantatrice said that she had no idea of singing in Paris this year, but would rest during the summer and prepare herself for another tour among the dear Americans, "who made life a continual holiday" for her. She said that the critics as well as the public were devoted to her. She has decided not to sing the role of the heroine in Massenet's new opera, "Cinderella," as she has concluded that it is not suited to her personality, but in the opera taken from Alphonse Daudet's novel, "Sapho," for which Massenet has written the music, she will create the role of the heroine when the work is ready for production next spring. It is said that under her managers, Abbey, Schoeffel & Grau, Calve will make a concert tour of the country next autumn, singing in costume, after the antiquated fashion of the Patti tours, one act from an opera.

JOSEPH RUSSELL.

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